

I just spoke to Dirk and Darren. Dirk is submitted a general message to Expand for this Land Use Agreement (LUA) request. After that, Expanded will send us (Buying Team) the resource order, which authorizes us to move forward with the procurement. I hear the road is in use now, so I will work on getting a verbal agreement in place, ASAP. After that, I will work on the complete LUA. I believe the owner is Jim Hunt.

Lorenzo Montoya
Contract Specialist

Forest Service

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Caring for the land and serving people

From: Green, Brandon K -FS
Sent: Saturday, September 1, 2018 10:32 AM
To: Montoya, Lorenzo R -FS <lrmontoya@fs.fed.us>
Cc: Cross, Darren M -FS <dmcross@fs.fed.us>; Lahey, Timothy P -FS <tlahey@fs.fed.us>; Dasher, Marc A -FS <mdasher@fs.fed.us>; Mickey, Robert R -FS <rmickey@fs.fed.us>; Gabriel, Kenny -FS <kgabriel@fs.fed.us>
Subject: Wycoff Road Evaluation

Lorenzo,

Yesterday Rob Mickey, Marc Daher, and I completed an evaluation of Wycoff road for use as the main access route to the West side of the Terwilliger fire, this documents what we found.

The road is a single lane aggregate surfaced road with turnouts, average travelway width of 14'. The road begins at the junction of road 2618 (Quartz Creek) and the ending termini is at the Forest Boundary (jct. with 1985125 road), total of 5.75 miles. The road is in good condition with minimal irregularities, and is adjacent to a clear cut on each side of the road for the majority of the length so doesn't need brushing.

The main section of concern is the steeper portion of the road, M.P. 1.56 (Bridge) – M.P. 2.90, which is washboarded through the higher grades. These areas should receive spot rock (approx ½ of the mileage is washboarded), which would require 500cy at 3" depth. There are other areas of the roadway that have minor irregularities, 50cy of aggregate should be placed in these areas. This makes total spot aggregate of 550cy, or approximately 780 tons, that should be placed in the next couple days to be effective. The attached shows the aggregate loss that will occur with the continued fire traffic, all vehicles that are assigned to divisions on the West side fire are using this route as traffic is no longer traveling road 19. The assumptions are stated at the top and the loss ratio is what industry typically uses for commercial traffic, total of 645 cubic yards or 915 tons of aggregate loss.

The road was being bladed while we were on site, recommend that a roller work with the grader to help reduce the washboarding returning with daily traffic. The aggregate placed should be processed with a grader and roller, and a post use blading should be completed to return the roadway to a good condition.

Also attaching some pictures, Marc has a video of the road that he is attempting to upload but is too large to email.

If you have any questions, feel free to contact me on my cell. Thanks!

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